Rpt. 9.

No. 657

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 25 OCT 1952)

Date of writing Report 4th October 19 52 When handed in at Local Office 4th October 19 52 Port of YOKOHAMA

No in Reg. Book. 90210 Survey held at Yokohama Date. First Survey 16th May 1952 Last Survey 17th May 19 52 (No. of Visits 2)

on the Machinery of ~~the Wood, Iron~~ or Steel s.s."EIKEN MARU"

Tonnage: Gross 6395 Net 3674

Nominal Horse Power: -

No. of Main Boilers -

No. of Donkey Boilers -

Steam Pressure— Main Boilers -

Donkey Boilers -

Vessel built at Yokosuka By whom Uraga Dock Co. Ltd. When Year. Month. -

Engines made at Tokyo By whom Ishikawajima Jukogyo K.K. When -

Boilers, when made (Main) - (Donkey) -

Owners Machiuma Kisen K.K. Owners' Address - (if not already recorded in Appendix to Register Book.)

Managers - Port Tokyo Voyage

If Surveyed Afloat or in Dry Dock afloat Yokohama (State name of Dock.)

Last Report No. Port

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100A1		
(Class Contemplated)		

Particulars of Examination and Repairs (if any) S.R.L.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and details of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined Not required

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time?

" " Donkey " " "

If not, state for what reasons What parts of the Boilers could not be thus thoroughly examined?

Did special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

The latest date of internal examination of each boiler Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?, and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?, and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has the shaft now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the stern bush Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

Was the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Machine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

~~SW dsen:~~ in accordance with S.R.L. see Yokohama report No.679-A dated 10th May 1952.

At the request of the Owner attended on board for the purpose of examining the reduction gearings of the Starboard inboard and outboard, Main Generator turbine gearing.

Reduction gearing opened up examined and found to continue efficient.

But it is recommended that the reduction gearing of both generators be renewed before the end October 1952 as previously recommended.

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11, ✠LMC 9,11 or ✠LMC CS 3,34 140 lb., FD, &c.)

The Machinery of this vessel so far as now seen is in a good and efficient condition and eligible in my opinion to remain as now classed without fresh record of survey subject to the reduction gearing of the Main Generator turbines being renewed before the end of October.

Survey Fee (per Section 23) ¥10,000.00

Special Damage or Repair Fee (if any) (per Section 23.) £ : :

Travelling expenses (if chargeable) ¥ : 500.00

Fees applied for 19

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 11 NOV 1952

Signed See minute on Yok F.E. mchy. rpt 679A

Is a Certificate required? If so, to be sent to

Insert Character of Ship and Machinery precisely as in the Register Book

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